

DATE 0413Z 04 DEC 64

SECRET

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TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING INT

PRIORITY

25X1A

IN-60813

25X1A

TOR: 0551Z 04 DEC 64

TO PRIORITY

INFO

CITE

OXCAR FLTEST OPS

*POSTED*

*m.p.*

25X1A

1. ARTICLE 122 MADE FLIGHT 82 ON 3 DEC 64, THIS IS THE SECOND FLIGHT THIS ARTICLE THIS DATE. TAKEOFF 1348 FOR 1 HOUR 43 MINUTES. PURPOSE OF FLIGHT: 1. CHECK REFUELING SYSTEM. 2. ACCELERATE 0.9 TO 3.2 MACH WITH FULL FUEL. 3. CHECK INLETS AND ENGINES AT 3.2 MACH. 4. OBTAIN REFUELING PHOTOS. GROSS WEIGHT 82,100, CG: 21 PERCENT, TAKEOFF DISTANCE 4800 FEET, TAKEOFF SPEED 210 KIEAS. WIND 300/12, TEMPERATURE 50 DEGREES. MAXIMUM SPEED 3.2 MACH, MAXIMUM ALTITUDE 80,500, TIME OVER 50,000 FEET 35 MINUTES, TIMES OVER 2.0 MACH 30 MINUTES, TIME OVER 2.6 MACH 20 MINUTES, TIME OVER 3.0 MACH 10 MINUTES. TIME AT 3.2 MACH 6 MINUTES.

2. TRIMMED BOTH ENGINES MANUALLY, LEFT 805 DEGREES, RIGHT 795 DEGREES. SPIKES AUTO, AFT BY-PASS MANUALLY CLOSED. TAKEOFF AND CLIMB TO TANKER NORMAL. JOINED WITH TANKER, COULD ONLY TAKE ON 50,000 LBS INDICATED WHILE DESCENDING TO 24,000 FEET WHERE DISCONNECTED AT MINIMUM ALTITUDE FOR TANKER CLEARANCE. ACCELERATED

USAF review(s)  
completed.

SECRET

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

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[REDACTED] (IN-60813)

PAGE TWO (2)

AT 400 KEAS. PILOT NOTED ACCELERATION POOR. IFF INOPERATIVE. PILOT WAS ON TOP OF OVERCAST FOR MAJORITY OF FLIGHT. ACCELERATED FROM 2.1 MACH TO 3.2 MACH IN TURN. MODERATE AIRFRAME ROUGHNESS FROM 2.5 MACH TO 3.2 MACH. ABOVE 3.0 MACH THE LEFT AFT BY-PASS DOORS CLOSED. THE RIGHT AFT BY-PASS DOORS WERE WANDERING BETWEEN OPEN AND CLOSED. AT 3.2 MACH THE KEAS VARIED 410 TO 420. THE OIL TEMPERATURE REMAINED ABOVE 35 - 40 PSI DURING 3.2 MACH FLIGHT. FUEL FLOW AT 3.2 MACH 80,000 FEET WAS 15,000 POUND PER HOUR PER ENGINE. THE VOR WAS OPERATING ERRATICALLY AT 3.2. PILOT VISUALLY IDENTIFIED LAKE MEAD. REMAINED AT 3.2 MACH FOR 6 MINUTES. RPM BOTH ENGINES STEADY AT 7100. PILOT NOTED TDI OSCILLATING PLUS OR MINUS .04 WITH NO AIRFRAME ACCELERATION. WITH IFF, OMNI INOPERATIVE PILOT CALLED FOR VHF DF WHICH CONFIRMED POSITION. FIELD WAS 0.8 OVERCAST. DUMPED FUEL. LANDING AND CHUTE NORMAL.

END OF MESSAGE

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